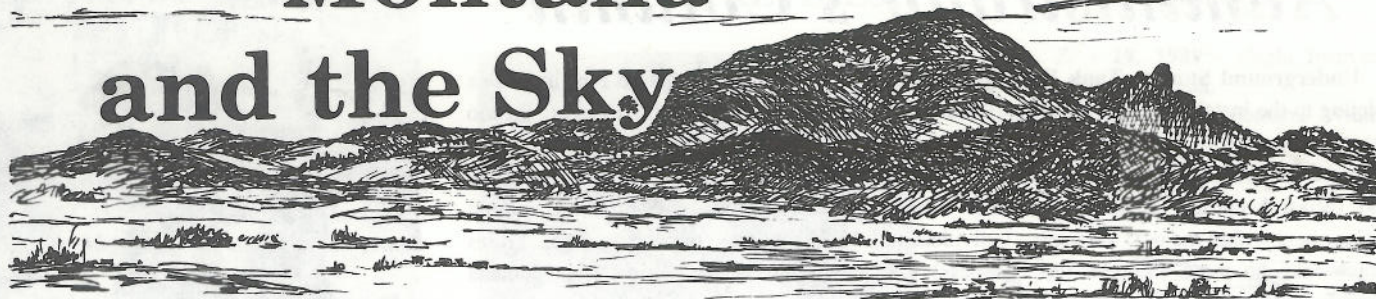


Montana and the Sky



Vol. 39, No. 10

MONTANA AERONAUTICS DIVISION

October 1988

FERGUSON ELECTED NASAO VP

Michael D. Ferguson, administrator of the Montana Aeronautics Division, was elected first vice president of the National Association of State Aviation Officials at their annual meeting held in Huntsville, Alabama, in September.

The new NASAO president is Jack Kemmerly, chief of the Division of Aeronautics in California. Other officers are Luke Cousins, chief of the Georgia Bureau of Aeronautics, who was elected second vice president, and Ray Rought, director of the Office of Aeronautics for Minnesota, who was chosen to serve as treasurer. Elections are for one-year terms.

The National Association of State Aviation Officials represents the service agencies in the various states as well as the aviation departments of Puerto Rico and Guam. Its membership is made up of individuals employed by aeronautics commissions and departments created under the laws of the states to foster, develop, and regulate aviation at the local and state levels.

The primary purpose of NASAO is to foster and encourage cooperation and mutual aid among the states, as well as federal and local governments, in developing both state and national air transportation systems that will be responsive to regional, state, and national needs.



1989 CONFERENCE PLANNING WELL UNDER WAY

The fifth Montana Aviation Conference will be held at the Copper King Inn in Butte March 1 - 4, 1989.

The Butte Conference Committee has been working on plans for the Conference since the close of last year's event, and the 1989 gathering promises to be extremely interesting and informative.

Letters have been sent inviting exhibitors to attend and speakers are being contacted. The Committee has applied to have the Conference recognized as a sanctioned Montana Centennial event.

As in past years, the Montana Aeronautics Division's Aircraft Mechanics Refresher Seminar will be held in conjunction with the Conference as will the Ag Operators Seminar. Aviation groups will hold business and/or board meetings.

Dave Fine is serving as Conference Committee chairman. Other Committee heads are: Bob Matson, Registration; Lisle

Wood, Booths; Jack Smith, Transportation; Lisle Wood and Ed Johnson, Publicity; Dave Daugherty, Finance and Secretary; Dennis Walden, Meals; Pat Asay, Accommodations; and Angelo Petroni, Static Displays and Airport.

A meeting will be held in Helena on November 5 between the Butte Committee and Aeronautics Division staff to further refine details and outline the program. Seminar topic suggestions are always welcome and you are encouraged to call the Division at 444-2506 with any ideas you may have.

A Conference flyer will be included in the mailing of the 1989 Montana pilot registration forms which will include further details and information on registration and motel accommodations.

Mark your calendars now for the 1989 Montana Aviation Conference March 1 - 4.



The Montcanaska Air Tour has become a special memory for all those who participated. The story and more pictures appear inside. This photo of a glacier river in Alaska was taken from Mike Ferguson's plane.

Administrator's Column

Underground Storage Tank Rule Adopted. The EPA has now released the final rules relating to the installation and testing of underground storage tanks. The new rules are far too extensive for me to explain in this column; however, in brief, they include such things as corrosion protection for both tanks and piping, leak detection, spill and overflow protection, and record keeping. Realistically, most existing bare-steel tanks will probably require replacement within the next ten years. Individual states are authorized to adopt additional rules which may be more stringent (but not less) than the federal EPA rules. The Montana Department of Health and Environmental Sciences will be the state agency charged with this responsibility. For additional information on the federal rules, you may contact our office.

FAA Drug Enforcement Cost to be Paid by GA. The House passed HR 4844 legislation which, if passed by the Senate, will increase FAA's role in drug enforcement and establish GA user fees to cover such costs – fees not to exceed \$12 for pilot's license, \$25 for registration renewal, \$7.50 for major repair and alteration forms, and require permanent N numbers. The bill also requires FAA to study costs and feasibility of requiring each aircraft to be transponder equipped. The rationale behind this action is to stop drug trafficking by general aviation aircraft, and general aviation users should have to pay for the costs. If you have any feelings on this legislation, you should contact Senator Melcher, 1123 Dirksen Senate Office Building, Washington, DC 20510, and Senator Baucus, 706 Hart Office Building, Washington, DC 20510.

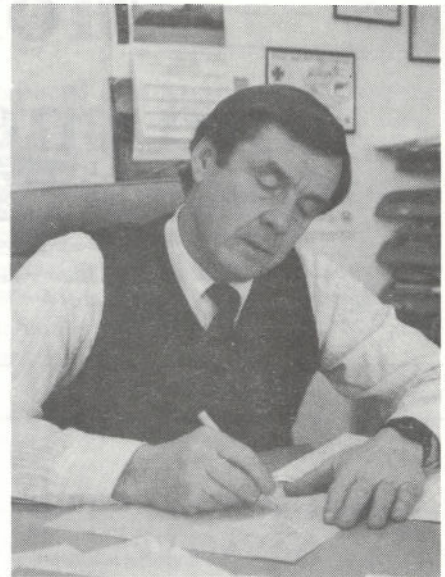
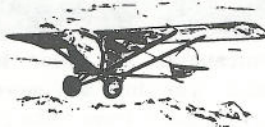
Above Ground Fuel Storage Regulation. EPA is considering a report made by the Oil Spill Prevention Control and Countermeasures (SPCC) Program Task Force which recommends modifying existing SPCC regulations, develop inventory of existing facilities and tanks, and increase inspections. As you know, the EPA has just released their new rules for underground storage tanks, so it is likely they will now focus on above ground storage tanks. There is also a possibility that Congress may pass legislation which will mandate that the EPA regulate above ground storage similar to the legislation they passed covering underground storage tanks.

Airport and Airways User Trust Fund. This fund has now surpassed the \$11 billion figure according to the U.S. Treasury Department's report. Boy! Wouldn't it be great if some of this money could only be spent on some of the critically needed airport and airways safety related facilities and equipment?

UNICOM INSTALLED AT BUTTE

A new solid state unicom, 123.0 MHz, was recently installed at Majestic Air in Butte.

Majestic is a full-service fixed base operator and should be able to help you with your aviation needs.



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FLIGHT SCHOLARSHIP OFFERED

The \$200 Van De Riet Flight Scholarship will be awarded again in 1989 and applications are now being requested.

The scholarship will be presented during the 1989 Montana Aviation Conference in Butte in March. Deadline for applications is January 31, 1989.

The \$200 scholarship was established in 1983 by Ruth Van De Riet. It is made possible through memorial contributions from friends of Jack Van De Riet in recognition of his years of involvement in aviation safety programs.

The scholarship is to be used to help defray costs of flight instruction. The award will be based on applications in the form of a letter explaining the reasons for applying and outlining outstanding achievement, future career goals, and past aviation experience.

Send letters of application to the Montana Aeronautics Division, Box 5178, Helena, Montana 59604. Questions should be directed to Fred Hasskamp at the Division, phone 444-2506.

AIRPORT INSPECTION VIDEO AVAILABLE

The Montana Aeronautics Division has available for loan a 45 minute training video produced by the Federal Aviation Administration called "Airport Self Inspection."

The video was produced to assist persons responsible for inspection of airport operation areas and identifies nine areas to be examined as part of a daily inspection of airport facilities.

Areas covered by the video include: pavements, safety areas, markings and signs, lighting, navigational aids, obstructions, fuel farms, snow and ice conditions, and problems related to construction.

The video can be borrowed free of charge by contacting the Aeronautics Division at 444-2506 in Helena.

KNEEDLER RETIRES



After thirty years of service to the state of Montana, Dave Kneedler has announced his retirement from the Montana Aeronautics Division effective November 1, 1988. His latest position with the Division was chief of the Airport/Airways Bureau.

A Helena native, Kneedler attended Carroll College and MSU, majoring in civil engineering. He began his state service with a position in the Montana Department of Highways in September 1958. During his eight years with the Highway Department, he worked in various divisions including Road Plans, Traffic Engineering, Interstate Design and Engineering, and spent some time on an interstate construction survey crew.

Kneedler began work with the Montana Aeronautics Commission in April 1965. Over the years since, he served in various capacities including airport engineer, navigational aids supervisor, chief of the Navigational Aids Bureau, and chief of the Airport/Airways Bureau. The Airport/Airways Bureau was a consolidation of Navigational Aids, Airport Operations, and Airport Development, and Kneedler became chief in April 1975 when the Bureau was formed.

Over the years, Kneedler has been active in various aviation organizations. At the time of his retirement, he was chairman of the Technical Advisory Committee for the National Association of State Aviation Officials.

With his future plans still uncertain, Kneedler intends to take some time to just "kick back." He will be missed by his friends at the Division and throughout the state. We wish him luck.

CALENDAR

Feb. 17 - 19, 1989 - Flight Instructor Refresher Clinic, Helena.

March 1 - 4, 1989 - Montana Aviation Conference, Butte.



AVIATION MAJOR OFFERED AT ROCKY

Beginning this fall, Rocky Mountain College in Billings has begun a major in Aviation Studies. Director of the new program is Ben Diggs.

The Aviation Studies program is designed to provide students with the knowledge and skills necessary for a career in the aviation industry. Under this program, students have the option of specializing in a specific aviation studies elective area or a double major.

An Aviation Studies graduate is required to have a minimum of an FAA commercial pilot's certificate with instrument and multiengine ratings. In addition to these requirements, aviation students must pass an FAA Class III medical examination prior to the private pilot training and an FAA Class II medical examination prior to commercial pilot training.

Students with ratings acquired with college credits must demonstrate proficiency in their most advanced ratings before credits will be accepted to satisfy Rocky Mountain College curriculum requirements. This includes ground school credit as well as flight lab credit. Once a student has enrolled at RMC, all subsequent flight training must be completed in residence at RMC. Flight training at other schools while students are enrolled at Rocky is not permitted.

Aviation flight costs are not included in basic tuition. Flight costs are computed on an hourly basis for aircraft and flight instruction. These costs are in addition to tuition.

A minimum of 41 semester hours in Aviation Studies is required for a major.

THE MONTCANASKA AIR TOUR

By: Mike Ferguson, Administrator

As planned, the Montcanaska Air Tour participants met at the Aeronautics Division in Helena on the afternoon of Friday, July 1. There were 19 aircraft with about 37 people. Many participants camped at their aircraft on the groomed grass area at the

was filled with an atmosphere of anxiety, anticipation, and excitement.

Saturday morning was beautiful, and most of the aircraft departed Helena early for their first stop at Lethbridge, Alberta, to clear Canadian customs. Some cleared Canadian customs in Calgary. The participants reported that they were

the aircraft individually chose different routes to Grande Prairie, Alberta, which is 680 sm from Helena. Most of those departing Lethbridge flew via Rocky Mountain House, Edson, and Grande Prairie. Those who cleared customs in Calgary flew via Rocky Mountain House, and on to Grande Prairie. Three aircraft, unfortunately, flew north of this course to Red Deer (north of Calgary). They apparently got weathered in and didn't make it to Grande Prairie that evening. With the exception of those three aircraft, all made it to Grande Prairie as planned and reported experiencing excellent VFR with some skirting or flying through some light rain showers.

Weather at Grande Prairie was beautiful, and each arriving aircraft was met and received a most impressive warm welcome from Hank and Penny McClung who, on behalf of the Grande Prairie mayor, presented each person with a Grande Prairie lapel pin and tourism packet. Hank and Penny also were representing the Alberta Aviation Council (AAC). Hank is the past (1988) president of the AAC.

Most of the flight crews set up their tents in the grass alongside their aircraft. Others were shuttled to a Grande Prairie hotel where Hank had arranged special discount rates. That evening Hank and Penny had arranged a steak fry sponsored by the Grande Prairie AAC pilots. During dinner we were treated to a three-plane formation fly-by consisting of Reg Isley in a DeHavilland Chipmunk, Jordy Carlson in a Bucker Jungmeister, and Clare Johnson in a Starduster II.



The Helena Vigilante Hangar of the MPA hosted a steak fry at the Aeronautics Division for the Tour group the night before departure. Many participants pitched tents on the grassy area at the Division ramp.

Aeronautics Division ramp.

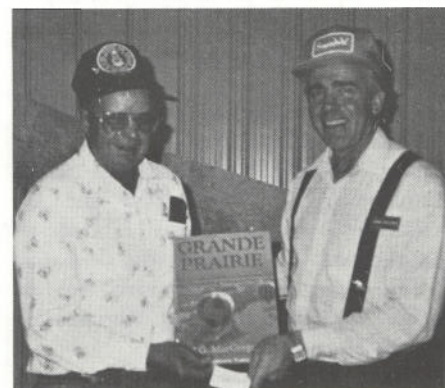
The Helena Vigilante Hangar of the MPA sponsored a steak fry that evening which was followed by a route planning, weather, and flight safety briefing conducted by Fred Hasskamp. The evening was fun, and the air

impressed and happy over the manner in which they were treated by the Canadian customs officials and that, unlike the U.S. customs, there was no discriminatory fee for general aviation aircraft.

After departing Lethbridge and Calgary,



Alberta Aviation Council pilots at Grande Prairie sponsored a steak fry held in the Proctor and Gamble hangar.

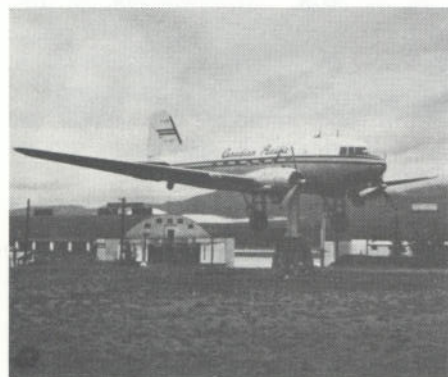


Buck Jones (left), West Yellowstone, was the winner of a drawing for a beautiful book here presented by Hank McClung, 1988 president of the Alberta Aviation Council.

About the time steaks were put on the grill it started to rain. And I mean rain! This posed no great problem as the Proctor and Gamble Co. had graciously donated the use of their beautiful, spacious, and immaculately clean hangar for this event. We were all comfortable and dry except for Kevin McLaughlin, tower controller, who grilled the steaks outside in the rain.

The rain stopped during the night, and the next morning was VFR but with low overcast skies. Watson Lake was our next scheduled layover destination, which is 300 sm from Grande Prairie. At this point, one aircraft, for personal/business reasons, left our group and departed for a return home.

As we were departing Grande Prairie, one of the three Cherokees was arriving from Red Deer. We had learned from the FSS that the other two had also departed



This DC-3 was a completely operational wind tee at Whitehorse.

Red Deer but were on the ground at White Court. The weather at Grande Prairie was now mostly sunny and warm.

As we flew north, the skies became quite broken, and north of Fort St. Johns it turned to overcast with scattered showers. We were communicating with some of the other airplanes ahead, and they were turning west to get over the Alcan Highway, so we elected to do the same. We were in VFR conditions with overcast skies, so following the highway made navigation much easier.

About five miles beyond Pink Mountain we flew over an inviting turf airstrip next to the highway, and about ten miles further north we came to deteriorating weather conditions which appeared to go almost to the ground. After making several unsuccessful attempts to circumnavigate around the low cloud conditions, we, along with a Cessna 180 flown by Gar Jermunson

and Leonard Johnson, turned back and landed on the Sikanni Chief airstrip. The Cessna 172 flown by Al Farmer and Fred Hasskamp also landed here. A friendly, grizzled old bush pilot came to the airstrip and visited. He had his airplane at his home across the highway from the airstrip.

After a great steak dinner grilled over a campfire, we settled in for a good night's sleep. At about 2 a.m. we were awakened by an airplane taxiing to the airstrip from the private property across the highway. The aircraft took off in the dark and, after about 15 to 30 minutes, returned. We were all quite surprised - there's probably more to this story.

We awoke the next morning to much improved weather and after a delicious (ha - ha) instant oatmeal and coffee breakfast, we broke camp and took off. Several, but not all, of our group who had made it into Fort Nelson the previous day had already departed for Watson Lake. The three "tail draggers" had made it all the way to Watson Lake as per second day schedule. The Larks also made it to Watson Lake, IFR, in their Baron.

After refueling, we visited with the Mooney flight crew, who had a gear problem and belly landed the previous day. The aircraft had suffered very little damage and was about readied for a ferry flight back to Montana.

We departed Fort Nelson and flew the Liard River route to Watson Lake. The country was so beautiful and rugged. We were well received in Whitehorse at Summitt Air by owner Jamie Tate who gave us a discount on fuel as well as rides to motels and had his mechanics do some minor maintenance on some of the aircraft.

The weather was by now deteriorating with some rain showers fast approaching.



Dinty Moore in a can is the gourmet treat being prepared in the rain by Al Farmer, Billings.

Some of our group arrived in the rain. We and many of our members stayed at a hotel next to the airport and enjoyed an evening of fun swapping tales of our flight (and other things). One thing about Whitehorse which made quite an impression on all of us is their unique wind tee. It is a complete DC-3 mounted on a 360 degree rotating pedestal which is completely operational.

Tuesday morning brought low ceilings, but the rain had stopped and it was VFR. The weather greatly improved a short distance from Whitehorse and, except for encountering forest fire smoke at about Northway (which worsened toward Fairbanks), we experienced beautiful sunshine weather.

Several aircraft cleared U.S. Customs in Fairbanks, but most landed at Northway to clear back into the U.S. and pay the discriminatory (cars are free) \$25 U.S. Customs clearing fee.

We were met in Fairbanks by Dan Urbach, John Linsey, Ed Maynard, and Brenda Spivey and escorted to the new pilots' campground. The state of Alaska Airport Division has recently completed construction of this beautiful general



The pilots' campground at Fairbanks is a beautiful, complete facility with 18 campsites.



Will Mavis (right), Helena, visits with Susan Butcher (left), three-time winner of the Iditarod Sled Dog Race, during the Discovery riverboat cruise.

aviation facility which consists of 18 individual airplane campsites each complete with a tiedown, fireplace, firewood, and a tent area. The campground also has a common shelter, telephone, and rest room. It is interesting to note that Dan, Ed, and Brenda are all originally from Montana (Livingston, Bozeman, and Helena).

At about 1330 we were driven to the Discovery riverboat dock by Dan, Ed, and Ed's wife Mickie. The stern-wheel riverboat Discovery cruise was on the Chena and Tanana Rivers and was one of our tour highlights. An educational narration of area history was given as we journeyed down the rivers. A layover at an Indian fishing village was most entertaining. An enjoyable coincidence was learning that Susan Butcher, three-time winner of the Iditarod Sled Dog Race, was also on the tour boat and some of us finagled meeting her.

We were driven back to the campground and motels by Dan, Ed, and Mickie.



Tour participants are taken by bus from the Fairbanks campground to Alaskaland for a salmon/halibut dinner.

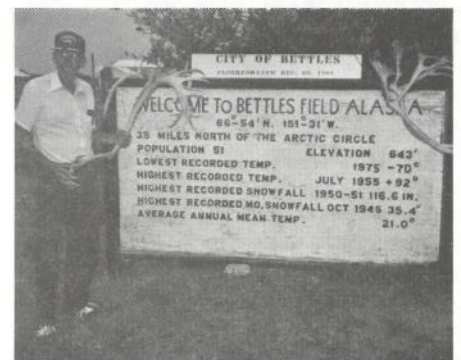
Several more of our tour aircraft had arrived (too late for the boat trip) and had set up their tents and were relaxing. A bus picked us up about 1800 and drove us to Alaskaland where we enjoyed a great "all you can eat" salmon/halibut bake dinner. After dinner, Ed Maynard gave us a flight safety briefing on flying in Alaska and about places to fish and sightsee. We then went to a stage show which was very entertaining.

Al Farmer and Fred Hasskamp had decided, since it was still beautiful daylight, to fly to the Arctic Circle. They flew across the Arctic Circle, landed at Bettles, and arrived (quietly) back at the campground about 0400. They had a great flight.

Late Wednesday morning, after completing some minor maintenance on Greg Riggins' Taylorcraft and expressing our gratitude to Dan, Ed, and Mickie, we departed for Anchorage. Brenda was offered the empty and enviable copilot seat for the flight to Anchorage in Dr. Ted Beck's

new Glasair, which she delightedly accepted. The flight on to Anchorage was in beautiful weather with vast, awesome, pristine scenery. The busy Anchorage ATC people handled us in a friendly and calm, professional manner. Our group landed at Merrill Field, Anchorage International, and Lake Hood (which actually is part of Anchorage International).

Wednesday evening we all gathered at



Fred Hasskamp stands at the welcome sign at Bettles Field, 35 miles north of the Arctic Circle.

the Clarion Hotel overlooking Lake Hood/Spinard for a "grand finale" celebration sponsored by the 99s and the Alaska Airmen's Association and spearheaded by Dr. Jerry Cockrell with help from Brenda Spivey and Helvi Sandvik. Helvi is the Manager of Statewide Aviation for the Alaska Department of Transportation and Public Facilities. This function consisted of a welcoming hospitality and get-acquainted period which was followed by a halibut/salmon dinner. During dinner we received word that the Long-EZ flown by John Sheffels had arrived at Merrill Field.



Al Farmer watches the cook barbecue the fish at Alaskaland.

After the dinner, Dr. Cockrell MC'd a friendly, around-the-room speech/comment session, and Montcanaska participant crew awards were presented by Mike Ferguson. (Each participant had a blank ballot sheet and voted on the awards.) The awards plaques were as follows:

a plaque commemorating their 27th wedding anniversary which was on July 4 during the Air Tour.

After the awards celebration, the group broke up to do their own individual things, such as sightseeing and fishing. About 17 participants stayed at Brenda's house

days and flew there a second time.

Due to space considerations, I've omitted a great amount of detail in this article. However, I can assure you that there were many more topics and many humorous (maybe hilarious) incidents and moments. I'm sure 'most all the participants had an



This is Alaska International Airport with Lake Hood in the foreground.

Newest Aircraft - Dr. Ted Beck (Glasair)
 Oldest Aircraft - Jim Ellis (PA-12)
 Gourmet Flight Crew - Al Farmer & Fred Hasskamp
 Tortoise Flight Crew - John Sheffels
 Hard Luck Flight Crew - Peterson Brothers
 Most Helpful Flight Crew - Fred Lark
 Best Seat of the Pants Flight Crew - Russ & Christopher Dahl
 Most Congenial Flight Crew - Greg Rigg
 Fred and LuAnn Lark were also awarded

located on the shore of Lake Spinard/Hood and a short walk to the Lake Hood airstrip. Most of this group flew back and forth to various locations to fish.

Our crew (Mike Ferguson, Al Starke, and Will Mavis) and Buck Jones, Ted Beck, Bob Ruthford, Paul Ruthford, Bobby Shope, Greg Rigg, and Rich Skyberg flew to Homer and fished for halibut and flew to Lake Iliamna to salmon fish. I think the salmon fishing was the most fun, and Lake Iliamna was such a beautiful and accessible location we stayed in Anchorage two extra



Fishermen bragging about their catch are (from left) Al Starke, Helena; Dr. Ted Beck, Helena; and Greg Rigg, Great Falls.

exciting, educational, and memorable experience. Many have stated, "Let's do this again next year!" Many who couldn't go this year have asked whether we'll do it again. I can't answer this yet - but I'm sure if there is enough interest we probably will.

And, in closing, I don't want to leave you thinking I deliberately left out the famous Canadian/Alaska mosquitoes. Well, THERE WEREN'T ANY! TRUE!



Brenda Spivey and Mike Ferguson at Lake Iliamna with more of the catch. Brenda is now living in Anchorage and working as a dispatcher for ERA Airlines.



Rugged Alaska mountain range between Anchorage and Lake Iliamna.

WINTER FLYING

By: Fred Hasskamp, Chief
Safety and Education Bureau

Winter is a good time to go flying - smooth air, good performance (low density altitudes). Before you fly in winter conditions, however, there are a few extras needed, both for yourself and your aircraft, which will help give you a safe and enjoyable flight.

Aircraft preparation:

- protect aircraft from ice and snow - hangar or use wing/engine covers
- review owner's manual for information on winter operations

- winterization kits for engine, winter oil, good battery
 - heater inspection, check operation, and inspect for carbon monoxide leaks
 - remove wheel fairings to help prevent wheels and brakes from freezing up
 - keep survival gear in the aircraft, wear clothing appropriate to survive in the country you are flying over
 - preflight aircraft carefully with special attention to engine preheat, controls/freedom of full movement, remove all ice, snow, and frost from aircraft.
- A review of old accident reports highlights a need for complete weather

briefings, which include runway conditions at destination airports. There are many cases on record which involve aircraft collisions with snowbanks, snow berms, etc., due to poor lighting conditions.

Short days during winter can mean more night flying, which requires that the pilot has made three full stop takeoffs and landings at night prior to carrying passengers.

Think "winter flying" before your flight, and you will have a safe and enjoyable flight.

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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